

Generals Reassigned

(Continued From Page 1)

1951 to serve at Pope AFB, N.C. During this assignment, he attended Squadron Officer School at Maxwell.

He completed combat crew training in June 1953 and then served a tour of duty in Korea as a B-26 pilot. He next became Flight Transition Training Officer at Bolling AFB, D.C., and in 1957 was integrated into the Regular Air Force.

From 1957 to 1971, he served tours of duty in the Pentagon, in

Turkey, at Travis AFB, Calif., and attended Air Command and Staff College.

From 1971 to 1972, he served as commander of the 608th Military Airlift Sq. in Vietnam. From 1972 to 1974, he served in a number of different assignments at Scott AFB, Ill. He then became commander of the 61st Military Airlift Support Wing in Hawaii and served as Military Airlift Command liaison to the Commander-in-Chief, Pacific, and Commander-in-Chief, Pacific Air Forces. He became

Commander of the 89th MAG in June 1976.

Gen. Gardner is a command pilot with more than 13,000 hours flying time in a variety of aircraft. His decorations include the Legion of Merit with one Oak Leaf Cluster, the Bronze Star Medal, the Meritorious Service Medal, Air Medal, Joint Services Commendation Medal, and the Army Commendation Medal.

He is married to the former Erlyn Brown, also of Sioux Falls. They have three children.

Search Covers Two-State Area

HUGO, Okla.—Wreckage of a Piper Cherokee and the bodies of three crash victims were found Sept. 4 near this Southeastern Oklahoma city.

The aircraft, enroute from Harlingen, Tex., to Olathe, Kan., was reported overdue for a refueling stop at McAlester, Okla., on the evening of Sept. 28.

Texas and Oklahoma Civil Air Patrol units started searching for the aircraft early the next

morning. CAP units from Kansas and Louisiana joined the search in Oklahoma.

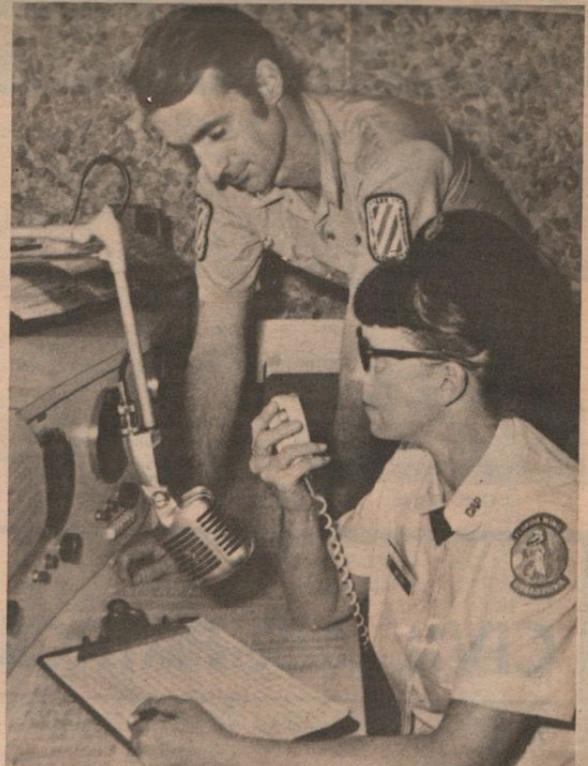
Texas CAP personnel and members of the Oklahoma Highway Patrol located the downed aircraft and bodies of the passengers Sept. 4 about a mile from the Hugo Airport, where it had crashed in a junkyard.

The Choctaw County sheriff recovered the bodies of the pilot

Harry Edwards, 40, and his son, Bradley, 13, both of Leawood, Kan., and Joyce Brandon, 34, of Kansas City.

Parts of the bodies were scattered as far as 40 feet from the crash site. Wreckage of the aircraft was found more than a mile away.

Civil Air Patrol units from four states flew 296 sorties, involving 157 aircraft, for 769.1 flying hours during this mission.



DISPATCHER—2nd Lt. Doris Miller, deputy commander, Lee County Comp. Sq. (Florida Wing) dispatches ambulances and other emergency vehicles from the communications office of Lee County Emergencies Services under instructions of Charles Vogelsong, radio dispatching officer. Under a recently instituted program of mutual training, volunteer CAP squadron members take 20 to 30 hours of training. Their assistance enables qualified medical technicians to be released from communications duty during emergencies. (Photo by 1st Lt. John R. O'Connor)

Awards Given For Outstanding Service

(Continued From Page 1)

manders, from individuals and schools, upon their achievements in Civil Air Patrol, and upon demonstrated leadership ability.

Cadet Condit is a member of the 102nd Cadet Sq. (Idaho Wing) and has been a CAP member since 1972. The 19-year-old cadet serves as administrative officer

for her squadron.

Other awards presented during the National Board meeting included the annual Brewer Awards, and recognition of the Cadet Squadron of Distinction and the four runners-up for this honor. This year, the Cadet Squadron of Distinction was the Ewa Beach Cadet Sq. (Hawaii Wing).



OHIO SEARCH—A search aircraft is serviced in preparation for a flight in search of a downed aircraft near the Southeastern Ohio city of Lancaster. (Lancaster Eagle-Gazette Photo by Mike Staton)

No Flight Plan

Search Proves Unsuccessful

LANCASTER, Ohio—A 10-day search by elements of six Civil Air Patrol wings, that began Sept. 18 after an aircraft was missing on a return flight here from White Sulphur Springs, W. Va., was suspended Sept. 28, without finding any trace of the pilot or his aircraft.

The pilot did not file a flight plan.

In addition to CAP units from Ohio and West Virginia, the search involved personnel from Virginia, Maryland, North Carolina and the National Capital Wing.

Although low clouds and rain hampered search efforts for part of the time, 217 sorties, involving 132 aircraft and 1,264 persons, were made. Both senior

members and cadets took part. Ground vehicles were also used in the search.

At one point the search, which had been suspended, was temporarily resumed to investigate a sighting along a highway. However, when sighted the object proved to be unrelated to the search.

New Clothing Items Now Available By Mail

MAXWELL AFB, Ala.—The newly authorized grade epaulets and the long-sleeve blue shirt are now available in the Bookstore. All grades and sizes are available. All back orders have been filled. If you have delayed submitting your order, now would be the ideal time to get it in.

Ordering information is as follows:

- Epaulets, Male, Cat. No. 1007—\$4.95 pair.
- Epaulets, Female, Cat. No. 1007E—\$4.95 pair.
- Shirt, Male, Cat. No. 1007A—\$10.95 each (must include size and sleeve length.)
- Overblouse, Female, Cat. No. 1007B—\$12.95 each (order in even-numbered sizes only, i.e., 6, 8, 10 etc.)
- Package Offer, Male, Cat. No. 1007C—\$14.95 (one shirt, one set epaulets—male).
- Package Offer, Female, Cat. No. 1007D—\$16.95 (one overblouse, one set of epaulets—female).

Computer Takes Over CAP Cadet Contracts

MAXWELL AFB, Ala.— The cadet program will make a major change in processing achievement contracts in Phases I and II at National Headquarters beginning Jan. 1.

The computer will eliminate some 37,000 individual transactions by three different staff agencies annually by processing completed contracts one through seven and triggering subsequent contracts in mailer form directly to the individual cadets.

The new procedure will eliminate submission of individual \$1.50 payments and order forms to receive the next contract. Many past errors in

contract inputs will be eliminated since the computer will print the cadet's name, rank, serial number, unit number, contract number and completion requirements on the new contract before it is sent to the cadet.

The new system will require a fee of \$12 for the new member, which will include membership dues for the first year, study materials for Phases I and II, and cost of contracts one through seven.

Further details will be printed in the December issue of Civil Air Patrol News.

New York Pilots Meet For Safety

ARDSLEY, N.Y. — Westchester County Airport was the site of a new activity in September when 25 pilots from the Westchester Group participated in the semiannual Pilots Information and Safety Seminar.

It was conducted by Capt. Matthew Zuccaro, emergency services officer for the group. Zuccaro is also commander of the Westchester ARMS Senior Sq. and president of Air Rescue Med-evac System of Westchester, Inc., a private corporation that coordinates rescue activities within the county and adjacent areas.

Seminar participants heard an address by Lt. Col. Eugene McArdle, safety officer for the New York Wing, on flight safety on both official missions and private flying.

The Westchester Group recently established its headquarters at the County Airport, through the courtesy of the New York Air National Guard and the International Aviation Corporation. Both organizations have contributed space to the Group for SAR activities and administrative duties.

Maj. Allan Pogorzelski, group commander, extended his thanks to the New York ANG for the use of its base and to all seminar participants for their dedication to air rescue and to future safe flying.



SPIRIT OF ST. LOUIS—Cadet Denise Edwards of the Thunderbird Comp. Sq. (Texas Wing) helped provide security and information for the public when the touring replica of Charles Lindbergh's aircraft was at Houston's Hobby Airport recently. Civil Air Patrol units all over the nation have given similar support to the aircraft, operated by the Experimental Aircraft Association, on its national tour in commemoration of the 1927 Lindbergh flight to Paris 50 years ago.

Ninety-Nines Raise Money For CAP

MIDDLETOWN, Del. — The Delaware Chapter of the Ninety-Nines, Inc., a national organization of women pilots, held a very successful "Pennies-A-Pound Day" earlier this year at Summit Airpark here for the benefit of Civil Air Patrol's Delaware Wing Building Fund.

The use of 12 planes was donated for the day. They were flown by 15 male pilots, including Maj. Jack Zimmerman of the Delaware Wing, and one woman pilot, Jan Churchill, a member of the Ninety-Nines and also Civil Air Patrol.

A total of 430 rides were given during the day. As a result, the

Delaware Chapter of the Ninety-Nines presented the Delaware Wing a check for \$1,000.

The wing is raising money for a new headquarters building at the Greater Wilmington Airport.

Members of the Middletown Cadet Sq. provided crowd control and sold refreshments.

Two Targets Increase Exercise's Challenge

NORTH HOLLYWOOD, Calif. — A two-day SARCAP was planned and hosted recently for Southern California Civil Air Patrol units by San Fernando Airport Sq. 35 at its San Fernando Airport base. Los Angeles Group 1 personnel sponsored and participated in the exercise.

Directed by Lt. Col. Floyd Hayes, mission base coordinator, the exercise followed a prepared script. The search was for a "missing" Cessna 172,

carrying four persons from Hesperia to Santa Barbara.

For practice and challenge, targets were constructed in two different areas, said Capt. Beth Hughes, Group 1. On the first day the 30-foot cross, designed of foil with an emergency locator transmitter (ELT) in its center, was placed at Piru Lake in Los Padres National Forest, and the following day another was located in the San Gabriel Mountains near Acton.

Senior members and cadets assisted Col. Hayes on the mission staff. Their duties included administration, ground and air operations and debriefing. There was also a ground crew which included a medical officer and team. Radio communication between ground and air was maintained continuously.

Adding clues and realism to the exercise, a "hiker" stopped in to report that he had observed a plane in the area of Piru Lake which had been circling and

spluttering until it disappeared behind a hilltop.

The imaginary aircraft was found by four air crews in each location on both days. Sixteen sorties and 34 hours were logged for an area covering 450 square miles of Southern California mountains and desert.

Mission control officers from the California Wing staff on hand to supervise the mission base activities were Lt. Col. Betty Decker, Capt. Delight Miller and Capt. Rod Lattimer.

FREE CATALOG

THE CONSUMER INFORMATION CATALOG

For a free government catalog listing more than 200 helpful booklets, write:
Consumer Information Center, Dept. B, Pueblo, Colorado 81009.

SMILING JACKS

AERO-ASTRO ANSWERS

MISS S.S. SUE YOU SAY THAT PLANE CARRIED THE FIRST AIR PASSENGER ACROSS ATLANTIC?

60 YES! PILOT CLARENCE D. CHAMBERLIN AND HIS PASSENGER, CHARLES A. LEVINE, MADE THE FIRST NONSTOP FLIGHT FROM NEW YORK TO GERMANY JUNE 4-5, 1927!

CLIP FOR REFERENCE

NEXT

ZACK MUSLEY

THEIR PLANE, THE HISTORIC "COLUMBIA" WAS A BELLANCA MONOPLANE POWERED BY A WRIGHT WHIRLWIND ENGINE!

THEY FLEW 3911 MILES ON THEIR RECORD-BREAKING NON-STOP FLIGHT!

WHAT TWO PLANES WERE AMONG THE FIRST TO BE "UNITED" AND REFERRED TO AS "SIAMESE TWINS"?

ASKED BY: BARNIE BRESKIN WASHINGTON D.C.

(Courtesy of Zack Musley and Chicago Tribune-N.Y. News Syndicate)

National Commander's Comments

Inquiries And Complaints

By THOMAS C. CASADAY
Brigadier General, CAP
National Commander

familiarity with the proper procedure for presenting a complaint.

Quite often a member will write directly to a member of Congress or to National Headquarters without attempting to resolve his problem at the lowest possible level as outlined in CAP Regulation 123-2. This regulation establishes adequate policies and procedures for providing an orderly means of resolving complaints through the unit commander, to the wing commander, and/or region commander. Should the region commander consider a matter serious enough to warrant final decision by the National Commander, the complaint will then be forwarded to National Headquarters for resolution.

I urge each of you to give this system an opportunity to work by following the guidance es-

tablished in CAP Regulation 123-2 rather than indiscriminately writing directly to a member of Congress or National Headquarters. In short, let us air our own "dirty laundry" in-house. The right of any Civil Air Patrol member to correspond with members of Congress is not questioned. The bulk of this correspondence, however, is often detrimental to Civil Air Patrol objectives and tends to give the corporation a stigma of not caring about our members. Such is not the case; we do care about each member.

Should you have a complaint that cannot be resolved orally, then write it down. Perhaps before submitting through proper channels, it would be wise to wait a day or so and then review what you have written. You may then determine that your complaint was merely a misunderstanding

due to a lack of communication.

Unit commanders must be especially attentive to potential problems in their units. If an individual does present a complaint, the unit commander must be empathetic, patient, and especially a good listener. Prompt handling is most essential. Perhaps the unit commander can readily resolve the problem, but should this prove to be impossible, then the complainant should be encouraged to submit the matter in writing through proper channels for investigation and resolution.

Once again, let us all work together to resolve our differences at the lowest possible level. Please give management an opportunity to help you and our great organization before writing directly to a member of Congress or National Headquarters.

National Headquarters has been directly involved in numerous congressional inquiries and personal complaints thus far in 1977. Fortunately, the number of congressional inquiries for 1977 has decreased somewhat over

last year, but the number of personal complaints has increased substantially. Many of the congressional complaints received and processed



by National Headquarters are the result of misunderstandings, lack of communication between Civil Air Patrol members, misinterpretation of directives and policies or un-

Cadets Train For Emergency Service

GASTONIA, N.C. — Cadets from four North Carolina squadrons participated recently in an emergency services training encampment sponsored by the 111th Air Rescue and

Recovery Sq. of Charlotte. Cadets came also from the Asheville, Raleigh-Wake, and Winston-Salem Comp. Sqs. The training site, Kings Mountain just west of here, proved to

be a challenge. Cadets received training in hiking and camping skills, map reading and land navigation, mountain climbing and rappelling, crash site security, emergency locator tracking procedures, and helipad construction.

The cadets were exposed first to rappelling at the Charlotte Fire and Police Training Academy. The cadets were airlifted to the academy where they rappelled from the 80-foot fire training tower. This initial exposure prepared them for the ac-

tual mountain rappelling which they performed later in the encampment.

One of the more important aspects of the training program was the instruction in map reading and the land navigation problem. After an hour-long class, the cadets were transported to locations approximately three miles from the base camp. Using the skills taught in the class, the cadets then had to utilize map and compass to find their way back to the training area.

Divided into two groups, the cadets did themselves proud by travelling over mountains, through thick undergrowth, and

across swampy areas, completing the trek in about four hours. Both teams arrived at the training site within 15 minutes of each other.

Training in crash site security was also an important part of the training. Cadets were told how to help secure an accident area, how to deal with the news media, and how to mark the area to prevent intrusion from unauthorized persons. They also learned how to build an emergency helipad.

At the conclusion of the encampment, the cadets were asked whether or not they thought the training was a worthwhile activity. The responses were overwhelmingly favorable.



Louisianians Want To Trade News, Patches

LAFAYETTE, La. — The Lafayette Comp. Sq. (Louisiana Wing) is interested in exchanging copies of its newsletter and wing patches with any other interested units.

The purpose is to exchange knowledge and ideas with other Civil Air Patrol units.

They are assembling a patch collection to be displayed at wing headquarters.

The address is:
Lafayette Composite Squadron (10)

Civil Air Patrol (LA Wing)
P.O. Box 2302
Lafayette, Louisiana 70502

LOOK OUT BELOW!—Cadet Charles Creaseman of Asheville makes his first descent down the wall of the fire training tower. The net was just in case...but nobody needed it.



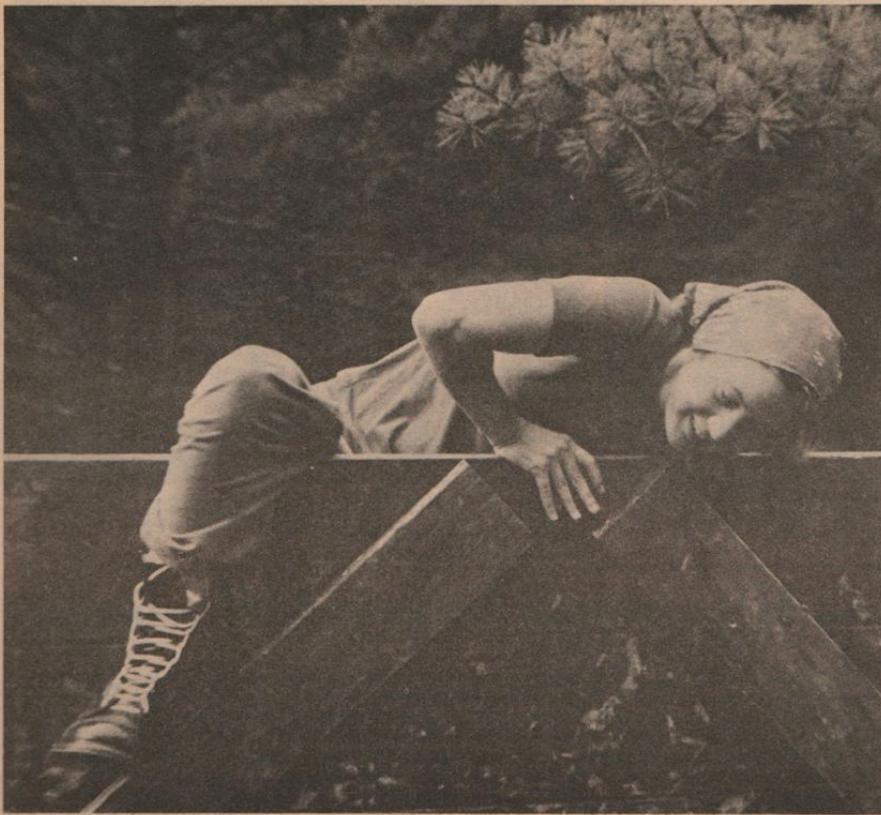
CIVIL AIR PATROL NEWS



National Commander.....Brig. Gen. Thomas C. Casaday, CAP
Executive Director..... Brig. Gen. Carl S. Miller, USAF
Director of Information..... Lt. Col. Herbert A. Babb, USAF
Editor TSgt. Hugh Borg, USAF

Civil Air Patrol News is an official publication of Civil Air Patrol, a private benevolent corporation which is also an auxiliary of the United States Air Force. It is published monthly at Headquarters, Civil Air Patrol-U.S. Air Force/OI, Building 714, Maxwell AFB, Ala. 36112.
 Opinions expressed herein do not necessarily represent those of the U.S. Air Force or any of its departments, nor of the Civil Air Patrol Corporation.
 Editorial copy should be sent to: HQ, CAP-USAF/OIIN, Editor, Civil Air Patrol News, Maxwell AFB, Ala. 36112.
 Civil Air Patrol News does not publish any commercial advertising. However, it does publish official notices from its own Education Materials Center (Bookstore) and CAP Supply Depot.
 Published by mail subscription at \$2 per year. Civil Air Patrol membership includes subscription dues.
 Second class postage paid at Montgomery, Ala. 36104.
 Postmaster: Please send Form 3579 to HQ, CAP-USAF/DPS, Maxwell AFB, Ala. 36112.

VOLUME 8, NUMBER 11
NOVEMBER 1977



UP AND OVER—Every morning before sunrise the cadets tackle the confidence course. The exercise is designed to test their motivation and teamwork, as well as give their muscles a workout.



SPLASH—A rope swing over a water obstacle is one of the feats to be met on the daily confidence course. Although some persons didn't make it all the way across on their first try, daily repetition of the obstacle gave them sufficient experience to be successful later on. Course instructors were always standing by to insure that no one was hurt on the course.

Pennsylvania Cadets Become Rangers

Story and Photos by
1ST LT. RAYMOND KAMINSKI
 Pennsylvania Wing
 Ranger Section

HAWK MOUNTAIN, Pa.
 Despite record high temperatures, stifling humidity and periods of torrential rain, the training went on as usual here at the National Emergency Assistance Training school.

This year, the school's 21st of operation, more than 270 cadets

and seniors from 22 Civil Air Patrol wings participated.

These people studied and practiced the fundamentals of ground search and rescue, mountain evacuation, team leadership, first aid and communications.

Other courses offered were basic, advanced and expert Ranger training, field medic, emergency medical technician, Ranger team commander and senior training.

Vigorous physical training was

the by-word of the school, as was classwork and practical demonstrations in a variety of search and rescue situations. Teamwork is constantly emphasized and proven during survival hikes; the longest being 25 miles in three and half days.

This is the way it is done for nine days so that Civil Air Patrol Rangers may be able to faithfully live up to the Ranger motto "These things we do, that others may live!"



HIGH CLIMB—Scaling this open framework challenges the cadets' physical vigor.



CAMP OUT—Trainees in the Ranger program learn how to survive in a long-term field situation. Self-reliance in the field is one of the factors covered during two-day survival hikes.



Working with ropes was part of the instruction given at the Blue Beret Encampment. (Photo by Capt. Melvyn Shichtman)



Cadets Cynthia Huizenga of Huron, S.D., and John Mikelson of St. Louis practice first aid. (Photo by Capt. Melvyn Shichtman)

Encampment Provides Rigorous Survival Training

MINNEAPOLIS, Minn. — During a busy day here, as many as 80,000 cars may cross the Mendota Bridge over the Mississippi River between Minneapolis and St. Paul.

But beneath all that traffic, a virtual wilderness exists in a state park which stretches along the river and which contains the remains of an old fort. Were it not for the traffic noise and the roar of jets overhead, a visitor could get the feeling of being miles from any town.

And here, in Ft. Snelling State Park, the North Central Region

staged its Blue Beret Encampment this summer.

The Blue Beret Program was begun in 1967 by Col. William B. Cass, then commander of the Iowa Wing and now North Central Region Commander. Purpose of the program is to motivate cadets and to provide emergency services training for qualified cadets and senior members and is intended to provide trained personnel to meet any emergency.

This year, more than 60 CAP members participated in the encampment. They came from

seven different wings, including Kansas, Iowa, South Dakota, Illinois, Missouri, Wisconsin and Minnesota. The training was rigorous and taxed the physical and mental abilities of the participants.

During the first week, personnel were fed at the Airmen's Dining Hall at the Air Force installation at Minneapolis — St. Paul International Airport. Because of the dining hall schedule, the day began at 5 a.m. During the second week, all food was cooked at the encampment.

The days ended at about 11 p.m. However, the cadets being told to go to bed no sign they

might stay there. A midnight march might be called — and sometimes was — which ranged from two to six miles in length. There were times when it rained and the roads were a sea of mud. But the night march went on.

In this atmosphere, the cadets underwent two weeks of intensive training in a variety of subjects, taking home with them much information and experience to be used in their home units. The training included the Red Cross First Aid Course; two full days of radiological monitoring taught by Civil Defense personnel; search and rescue techniques; survival; com-

munications; the use of ropes in rescue work; physical fitness; leadership; rappelling; field navigation and compass reading; and a number of others.

Col. Cass directed the encampment. First Lt. Gregory Scofield of Newport, Minn., was encampment commander. Other senior members assisting included SM Jackie Anderson of Lakeville, Minn.; 1st Lt. Theresa Brown of Faribault, Minn.; SM Richard Erickson of St. Paul; Capt. Jeff Guernsey of Salina, Kans.; Capt. Melvyn Shichtman of St. Ann, Mo.; SM Joe Simertz of Bloomington, Minn.; and Capt. Donna Mattson of Sauk Rapids, Minn.

Squadron Uses Trailer As Food Service Center

COLUMBUS, Ohio — When someone tells members of Heslton Cadet Sq. 802 (Ohio Wing) to "think big," he is taken at his word. The proof is in two vehicles, a semi-trailer and a 32-foot house trailer, both recently acquired by the squadron. Both will be put to good use.

After a year's work as mess officer for Type B encampments

and search and rescue tests, 1st Lt. Bob Conner decided it was time to better operations. After unsuccessful attempts by the wing liaison officer to secure a trailer through Air Force channels, Lt. Conner started a one-man campaign to get such a vehicle through the community.

Numerous telephone calls and personal contacts were made with officials of local and major trucking firms. After nearly a month, he finally met with success through the Suburban Motor Freight Co. of Columbus. Within a matter of days, the trailer was delivered, loaded with equipment, and the "kitchen on wheels" was transported to Ross County Airport in Chillicothe, SAR base for southern Ohio, to make its debut at the Sector D Type B encampment.

Equipped with three gas stoves, a refrigerator, shelving for food storage, tables and soon-to-be-installed fluorescent lighting, the trailer enables Lt. Conner and the squadron to provide food service for 100 or more people during encampments and missions.

It was in the search for a "mess trailer" that the house trailer, a discarded recreation vehicle, was discovered. With a little elbow grease and some paint, 1st Lt. Rich Hartigan, the squadron commander, and Lt. Conner hope to see Heslton Cadet Sq. 802 one of the first squadrons within the wing with a mobile command post.



BUSY DAY—California Wing cadets had a busy day while undergoing inspection recently. At the same time they were studying their SOPs. It was all an exercise to familiarize the cadets with what to expect at regular summer encampment at Vandenberg AFB, Calif. A few male cadets managed to squeeze into this formation from the all-girl Burbank Angel Comp. Sq. Scene is at Group 1 Headquarters at Hollywood-Burbank Airport.

Cadets View Space Shuttle

LOS ANGELES, Calif. — Highlight of a three-day, three-night weekend recently for 53 cadets of the California Wing's Group 1 was a trip to watch the first solo flight of the space shuttle, Enterprise, at Edwards AFB, Calif.

One unit, North Hollywood Comp. Sq. 3, had a preview of the event as guests of the San Fernando Valley Press Club where they heard John S. Latin, a test engineer from Rockwell Inter-

national's Space Division, explain details of the orbiter launch and its possible relationship to future life on earth.

Under the leadership of 1st Lt. Russell R. Hanson Jr., Cadet Programs officer, and other senior members, the cadets bunked overnight at group headquarters at Hollywood-Burbank Airport. They left together at 4 a.m., Aug. 12, to be on hand when the orbiter separated from

the mother craft on its initial flight.

The rest of the week was spent in pre-encampment activities, to familiarize the cadets with the upcoming encampment at Vandenberg AFB, Calif.

New members of California's only all-girl CAP unit, Burbank Angel Comp. Sq. 63, were among those introduced to drill, inspection and the mess hall where they were served by male cadets.



For the benefit of all members of Civil Air Patrol, the statistics of search and rescue activities throughout the organization are shown below.

These are unofficial figures compiled by Directorate of Operations at CAP National Headquarters.

As of Oct. 9, 1977

Number of Missions	640
Number of Aircraft	3,877
Number of Sorties	7,691
Flying Hours	14,338
Personnel	19,542
Mobile Radios	5,043
Fixed Radios	4,169
Saves	37
Finds	371

BULLETIN BOARD

Cont'd



the film loan period. A unit that does not return a film on time keeps another CAP unit with your fellow CAP units by mailing them back on time. OI

SPOT. Now is the time to check with your local television station(s) and ask for public service spot. The new CAP film spot features CAP ground rescue and will be our request the call letters of the local television station(s) you are going to service. ready for distribution shortly after the first of the year. OI

NOTES. All tapes of CAP radio spots have been distributed for this year. We suggest placement on new CAP radio spots in the "Bulletin Board" section of the "Civil Air Patrol spots as soon as possible after the announcement. Requests for spot announcements are based on a first-come, first-served basis. OI

There are some obvious errors in the organization charts and the Air Force-CAP corporate structure. These errors are also reflected in the CAP Forms 19 and 19a. A new test and answer key will be available in the near future. A letter will be sent to all wings delineating which slides are correct. TTN

REFERENCES:

"Civil Air Patrol in Federally Assisted Programs," 7 October 1977, supersedes CAPR 39-1,

"Air Force-CAP Management," 7 October 1977, supersedes CAPM 60-1, 1 July 1974.

"Civil Air Patrol Supply Manual," 7 October 1977, has been published.

"Civil Air Patrol Officer's Handbook," 7 October 1977, has been published.

"Civil Air Patrol Recruiting Guide," 7 October 1977, supersedes CAPP 11, September 1974. (See National Headquarters/OI, not DAP.

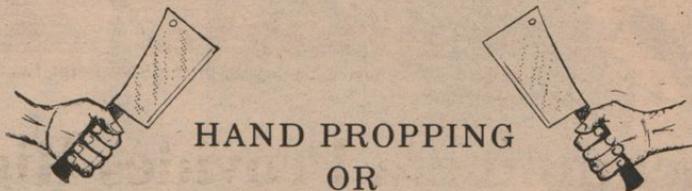
NOTES. CAP Forms 19 and 19a, "Senior Member Training—Level I Comprehensive Training Manual," February 1973, have been rescinded. (See item 9 above.) DAP

AIR FORCE -- THE AEROSPACE TEAM



S A F E T Y

C
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HAND PROPPING OR HOW IT HIT THE FAN

Hand propping of aircraft is dangerous, but at times may become necessary. CAP is no stranger to this practice, as many early aircraft had no starters installed. Weak batteries, combined with winter weather, greatly magnify the problems of engine starting with insufficient electrical power.

In the past, propping has resulted in many cases of injury and destruction of property. Unmanned aircraft have broken tie-down ropes, pulled up chains, jumped over chocks, and subsequently taxied into people, other aircraft, vehicles, and buildings. At times, these runaway aircraft have even taken off into the wild blue! Would you believe that in some incidents there were nonpilot passengers aboard these uncontrolled machines! Happiness is not witnessing an unpowered aircraft moving under its own power!

Proper training can reduce the hazards of propping; certainly good judgment! Although the primary intent of this article is not to instruct, the following list of precautions MUST be taken when propping.

- Ensure that a competent pilot or mechanic is at the controls.
- Always treat the prop as if the ignition system is on.
- Check the brakes to see that they are engaged and actually work.
- Ensure that both the "propper" and "controller" understand terminology to be used.
- Check the area under and near the propeller for obstructions and/or slippery conditions which might cause the "propper" to slip or fall into the prop.
- The "propper" must remove all loose or protruding items from front pockets, i.e., combs, pens, sunglasses, and also remove all rings and wristwatches. Loose clothing such as long-sleeved coats and hats should be removed. These items can cause the "propper" to inadvertently lean or be pulled into the prop.

This list is not complete. Other areas of caution include how to hold the prop, how to stand, where to stand, etc. These areas must not be ignored. Consult a well-qualified person for additional advice. Remember, you are dealing with a meat cleaver!

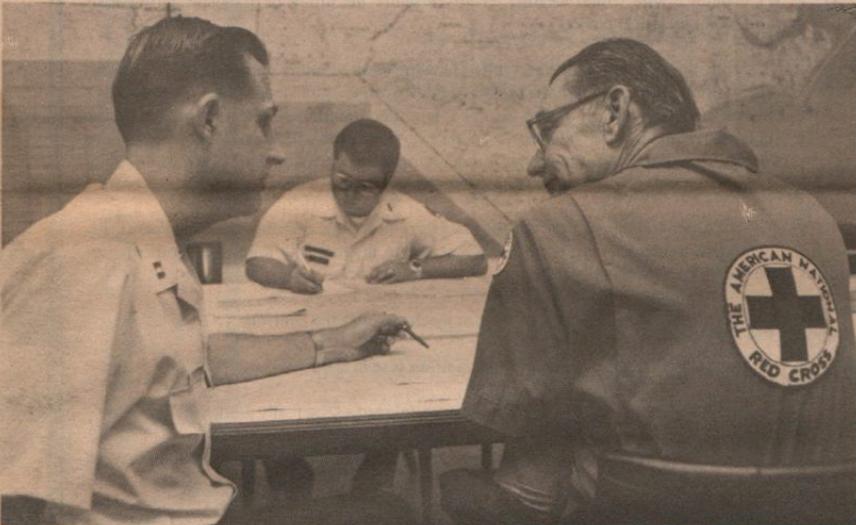
As far as CAP is concerned, let there be no question. Unless a qualified person is at the controls, PROPPING is a NO, NO!



North Carolina Disaster Relief Exercise



Officials of CAP, Association of Rescue Squads, Red Cross and North Carolina Highway Patrol study plans for disaster relief exercise.



Civil Air Patrol and Red Cross officials confer about procedures to follow in case "rescue" operations are necessary.



The Salvation Army comes through—with food for participants in North Carolina disaster relief exercise.

RALEIGH, N.C. — A statewide disaster relief exercise, staged in September, involved a number of agencies here in North Carolina, with Civil Air Patrol playing the major role.

Other agencies which participated included the North Carolina Civil Preparedness Agency (civil defense), the Federal Aviation Administration, the American National Red Cross, the North Carolina Association of Rescue Squads, the Salvation Army, and the North Carolina Highway Patrol.

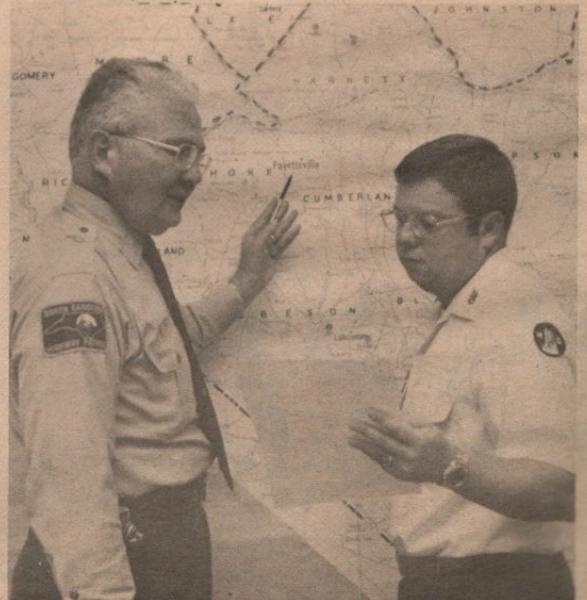
The Emergency Operating Center (EOC) was in downtown Raleigh where officials of the various participating agencies gathered to plan, oversee and watch the exercise. A number of Civil Air Patrol squadrons in the state took part from remote points, flying reconnaissance flights in the wake of a simulated missile attack on the state, and performing other tasks which would be involved if such an attack was real. A CAP radio network supplied communications.

The photographs on these two pages were made at the EOC in Raleigh and at Raleigh Airport where one of the CAP squadrons participating in the exercise was based.

Photos by MSgt. Russ Brown



Civil Air Patrol and FAA officials study plans for possible emergency airlift under SARDA plan following "missile attack" on the state.

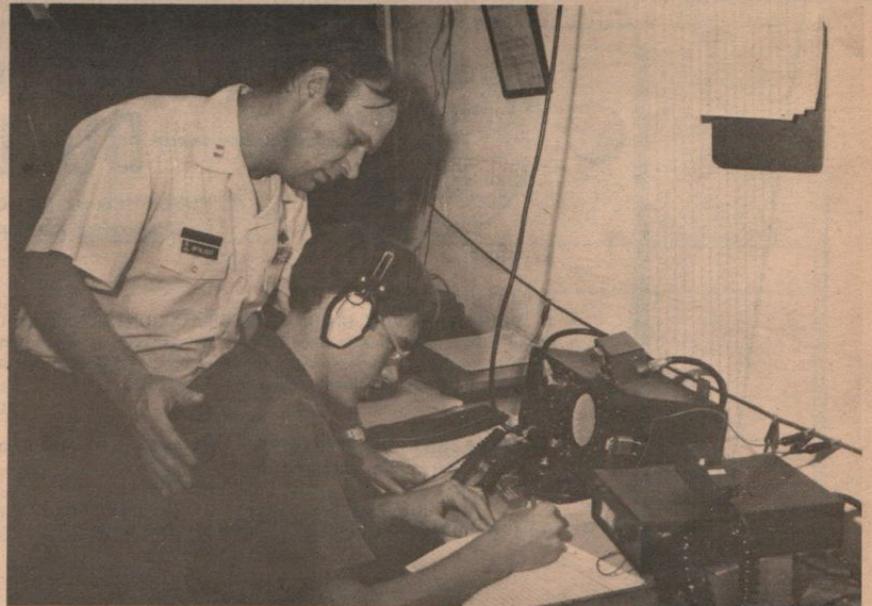


Highway Patrol official, CAP officer plan possible rescue and evacuation routes for "attack" victims.

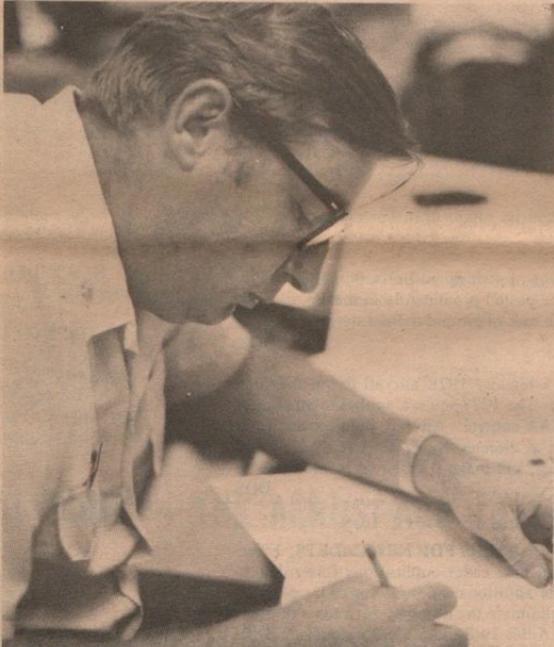
Exercise Involves Number of Agencies



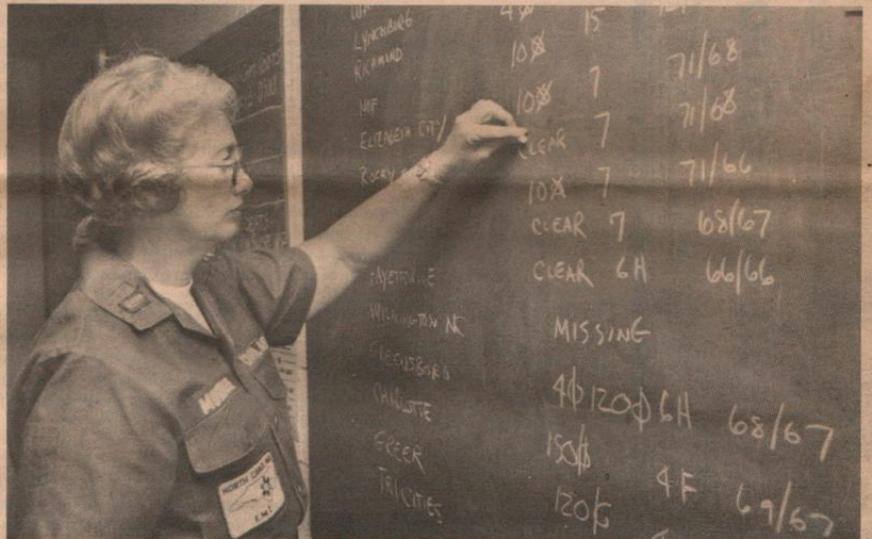
CAP officials at squadron level study map of "attack" area as part of planning for reconnaissance flight.



CAP officer waits for incoming radio message to be completed. CAP radio network supplied vital communications.



Air Force officer assigned to evaluate Civil Air Patrol's role in exercise makes notes prior to writing his report.



Weather was important part of exercise. Here a senior member checks board which lists weather for airports along eastern coast of United States.



Civil Air Patrol pilot uses huge wall map of North Carolina to plot exact course he will follow in flight as part of exercise.



Aircraft is also given once-over to insure it is not contaminated with radiation.



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 11

NOVEMBER 1977

COMPTROLLER

1. **FEDERAL CREDIT UNION SAVINGS ACCOUNTS.** Units located on military installations should consider the use of federal credit unions when opening savings accounts. Credit unions traditionally pay higher interest than either banks or savings and loan associations. When opening a savings account, please provide the savings institution with the following employee identification number: 53-6016171. AC

OPERATIONS

2. **FROM THE FEDERAL REGISTER,** 8 September 1977, the following excerpts of FCC rules and regulations are quoted for your information and action:

Transmitter Identification Card . . . Effective 12 September 1977 . . . we are discontinuing the use of Form 452-C in the Aviation and Maritime Services. . .

Part 87—Aviation Services. 87.95 Posting station license.

(a)

(b) The current authorization for an aircraft radio station license shall be posted prominently in the aircraft or shall be kept with the aircraft registration certificate. In the case of aircraft radio stations licensed by means of a single authorization, for the operation of all fleet aircraft, the original authorization, or a photocopy thereof, shall be posted prominently in the aircraft or shall be kept with the aircraft registration certificate.

(c) The current authorization for each land mobile station shall be retained as a permanent part of the station records, but need not be posted.

(d) In case of Civil Air Patrol mobile stations licensed by means of a single authorization for all the fleet, the original authorization or photocopy thereof, shall be posted prominently in the aircraft or shall be kept with the aircraft registration certificate, or in the case of ground mobile stations posted in accordance with paragraph (c) of this section.

DOK

3. **SQUAWK TRANSPONDER CODE ON SEARCH MISSIONS.** Effective 1 January 1978, aircraft flying on search missions are asked to squawk transponder code 1277 when in the search area. The 1277 squawk applies to all aircraft (CAP, USAF, USCG, etc.) that are on VFR search missions and not under FAA control. Aircraft flying to and from search areas and those on IFR clearances will squawk the appropriate code as directed by FAA. Use of 1277 will enable FAA to distinguish which planes are on search missions and, if required, will make it easier to locate them by the Track Analysis Program (TAP). DOS

PERSONNEL

4. **CHANGE IN DOLLAR AMOUNTS REQUIRED BY NATIONAL HEADQUARTERS FOR NEW CADETS.** Effective 1 January 1978, checks in the amount of \$12.00 should accompany all new cadet applications forwarded to National Headquarters. Six dollars is for national membership dues and the additional \$6.00 is for cadet program materials (texts and contracts) for phases I and II. This new procedure will eliminate the necessity for cadets to order texts and contracts separately from the bookstore. See upcoming changes to CAPMs 39-2 and 50-16 for details. DPH

5. **UNIFORM TIP OF THE MONTH.** Female members are reminded that two styles of overblouse are now authorized. The short version is worn with the skirt and the longer version with the pantsuit slacks. The short version is not authorized with the pantsuit, and the longer version is not authorized with the skirt. DPH

INFORMATION

6. **CAP FEATURE FILMS AND AAVS FILM LIBRARY.** The three current CAP feature films are:

(a) (SFP 2249) "The Young Ambassadors"—19 min color. Highlights of the International Air Cadet Exchange. Film comments by foreign and CAP cadets.

(b) (TF 6615) "Civil Air Patrol SAR Mission Coordinator"—23 min color. Dramatic portrayal of a CAP search and rescue mission.

(c) (SFP 2249) "Always Vigilant"—23 min color. The newest CAP feature film. Released in April 1977. The film covers all three CAP missions: emergency services, aerospace education, and the cadet program.

According to the Utilization Branch of the Air Force Audio Visual Library at Norton AFB, California, all three films are receiving extensive use, especially the "Always Vigilant" film. However, they have told us that there is an increasing frequency of CAP units who are keeping the CAP films two, three, and four months. This is far beyond the generous limit allowed on short term film loans. Two and three overdue film notices have to be sent to those CAP units which abuse the film loan privilege. A result of this film loan abuse is a long list of film requests for CAP films which cannot

THE CIVIL AIR PATROL BULLETIN IS PUBLISHED MONTHLY. IT CONTAINS OFFICIAL ANNOUNCEMENTS, INTERIM CHANGES TO CAP PUBLICATIONS, AND OTHER ITEMS OF INTEREST FOR ALL CAP MEMBERS.

CAP Bulletin

be filled. CAP units must use this unit from using it. Share the

7. **NEW CAP TELEVISION SPOTS.** Their cooperation in airing 30 seconds in length. Include The new CAP television spots

8. **RADIO SPOT ANNOUNCEMENTS.** you watch for the next "Air Force News." Send in your requests are honored on a first come

TRAINING

9. **SENIOR TRAINING.** relationships in the Level I sheet is being printed and will be withdrawn from the

ADMINISTRATION

10. **NEW AND REVISED CAPR**

a. CAPR 39-1, "No. 20 October 1965.

b. CAPR 60-1, "CAP

c. C2, CAPM 67-1, "

d. C1, CAPM 190-1,

e. CAPP 33-1, "C Copies of this publication of

11. **RESCINDED CAP PUBLICATIONS.** Review" and the scoring key

FOR THE EXECUTIVE DIRECTOR

Donald A. O'nesky
DONALD A. O'NESKY, Lt Colonel
Director of Administration

JOIN THE U.S. AIR FORCE

PULL OUT AND POST



Dive Team Recovers Weapon

AUGUSTA, Ga. — Members of the Central Savannah River Area Cadet Sq. (Georgia Wing) recently located and recovered a murder weapon for the Georgia Bureau of Investigation.

The Columbia County Civil Defense Director asked the unit to help recover the weapon, a .38 calibre pistol.

Team members, Capt. Richard J. Croker (USAFR) and Cadet Mark H. Stone found the pistol in Clark Hill reservoir. The pistol, with four unexpended rounds, was turned over to the Georgia Bureau of Investigation.

The dive team, headed by Croker, is composed of six cadets who are fully trained and certified as search and recovery

divers. Members of the team are cadets Jay Paulus, Phillip Crean, Mark Stone, Jimmy Whittington, Jay Pitzer and Danny Sullivan.

Another class of basic scuba divers has been certified and will be held in reserve for search and recovery training if the dive team needs replacements.

NEWS BRIEFS

Howard Earns Wilson Award

DALLAS — The Gill Robb Wilson Award for outstanding performance in the senior member program was awarded recently to 1st Lt. Stephen R. Howard, information officer for Texas Wing's Group 16.

Col. John P. Sopher, deputy commander of the Southwest Region, made the presentation during the recent regional Squadron Leadership School.

Howard had just completed 10 years service in the Civil Air Patrol when the award was presented. Six of those years were as a cadet during which he earned the Amelia Earhart Award, participated in six national activities and took part in the 1970 IACE to Switzerland.

He was also cadet commander for the 1973 Texas Wing Class A Encampment.

Howard was selected the Wing Information Officer of the Year of 1973 (Texas Wing) and has served as assistant director of cadet programs.

Oregon CAP Locates Wreckage

ROGUE RIVER, Ore. — Personnel from the Medford Comp. Sq. (Oregon Wing) found the body of a San Diego man near the wreckage of his Cessna 180 Sept. 24.

The man, Peter Kiefer, 29, had been missing since he departed Ashland, Ore., airport early Sept. 21, without filing a flight plan.

Six CAP planes and 17 members from Medford joined the search at 9:30 a.m. Sept. 24.

The wreckage was spotted by Richard Delzell and Charles Thompson at 3 p.m. on the northeast slope of Pilot Rock, just south of the Oregon-California border.

A ground patrol jeep reached the charred wreckage of the aircraft at 3:45 p.m. and found the man's body a short distance away.

Wing Joins Civil Defense Test

MIDWEST CITY, Okla. — Oklahoma Civil Air Patrol personnel and members of the Oklahoma Civil Defense staff conducted a joint weekend test exercise Sept. 10 and 11.

Test headquarters were the State Emergency Capitol Complex. Hayden Haynes, state civil defense director, said the purpose of the project was to make full use of CAP capabilities to carry out air and ground missions on a test basis in support of potential civil defense emergencies.

Col. Sam Pierce, Oklahoma Wing commander, directed the CAP phase of the joint test, which included personnel and planes from Muskogee, Tulsa, Miami, Bartlesville, Ponca City, Enid, Guymon, Altus, Ardmore, Ada, McAlester, Norman, Midwest City and Oklahoma City.

Sept. 11 the joint effort included missions statewide with area EOCs at Lawton, McAlester, Tulsa and Woodward participating.

Outstanding Cadet Selected

ANDREWS AFB, Md. — Being the only female cadet in the Crescent Cities Cadet Sq. is no handicap to Cindy Schraf.

She competes with the best and sometimes out-does the boys in her accomplishments.

Cindy's highest honor came at the 1977 National Capital Wing's summer encampment. She was selected as the Outstanding Female Cadet, a honor she had worked very hard for.

Cindy has held several positions on her squadron's staff. Presently she is deputy commander.

During the 1977 summer encampment she served on the encampment staff as assistant administration officer.

Members Visit Airline Facilities

SAN FRANCISCO — Members of several Bay Area Civil Air Patrol squadrons recently visited the Pan American World Airways maintenance and training facilities at San Francisco International Airport.

Lt. Col. E. W. Parmenter, commander of San Francisco Group 20 (California Wing) escorted the 37 CAP personnel on the tour, which included a chance for everyone to sit at the controls of a Boeing 707.

Pan American personnel answered many technical questions for the visitors and even stayed extra hours to allow all interested cadets time in the Boeing 747 simulator.

New Headquarters Being Built

CONNELLSVILLE, Penn. — A new Civil Air Patrol headquarters at Connelville Airport is under construction. It will house a two-aircraft hangar, meeting rooms and a communications room.

The building, used by Pennsylvania Wing Group 1400 and its various squadrons, will be a central point from which to direct maneuvers and provide round-the-clock communications during an emergency or search and rescue mission.

CAP members are doing the work themselves and are using materials they and friends of CAP have donated. Space for the new building was donated by the Connelville Airport Authority.

CAP Members Take Part In Test of Radiological Training

HILLSBORO, Ore. — Two members of the Washington County Comp. Sq. (Oregon Wing), Capt. Don and Terrie Hillgaertner, attended Defense Civil Preparedness classes last summer.

They learned the duties of

radiological defense officers, how an Emergency Operating Center works and state reporting procedures.

In September the State of Oregon tested the reporting of all its counties and the skills of the persons who attended the

summer classes.

Terrie Hillgaertner participated in the Weapons Effects Reporting Exercise, a simulated nuclear detonation. Information gathered will enable the State to evaluate reporting procedures at county level.

U.S. POSTAL SERVICE STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION <small>(Required by 39 U.S.C. 3685)</small>			
1. TITLE OF PUBLICATION Civil Air Patrol News		A. PUBLICATION NO. 1 1 4 7 8 0	
3. FREQUENCY OF ISSUE Monthly		2. DATE OF FILING Sept 27, 1977	
4. LOCATION OF KNOWN OFFICE OF PUBLICATION (Street, City, County, State and ZIP Code) (Not printers)		B. ANNUAL SUBSCRIPTION PRICE \$2.00	
5. LOCATION OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHERS (Not printers)		A. NO. OF ISSUES PUBLISHED ANNUALLY 12	
6. NAMES AND COMPLETE ADDRESSES OF PUBLISHER, EDITOR, AND MANAGING EDITOR			
PUBLISHER (Name and Address) Civil Air Patrol, Bldg 714, Maxwell AFB AL 36112			
EDITOR (Name and Address) TSgt Hugo Borg, Bldg 714, Maxwell AFB AL 36112			
MANAGING EDITOR (Name and Address) Lt Col H. A. Babb, Bldg 714, Maxwell AFB AL 36112			
7. OWNER (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given.)			
NAME ADDRESS Civil Air Patrol is a non-profit corporation chartered in 1946 by Act of Congress. There are no stockholders but there are the following principal officers: Thomas C. Casaday (National Commander), 11 Cross Creek Dr, Birmingham AL 35213, S. H. duPont Jr. (National Finance Officer)			
8. KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES (If there are none, so state)			
NAME ADDRESS #7 (con't) P.O. Box 48-1367, Miami FL 33148			
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A. TOTAL NO. COPIES PRINTED (Net Press Run)		64,841	
B. PAID CIRCULATION 1. SALES THROUGH DEALERS AND CARRIERS, STREET VENDORS AND COUNTER SALES		-0-	
2. MAIL SUBSCRIPTIONS		64,522	
C. TOTAL PAID CIRCULATION (Sum of 10B1 and 10B2)		64,522	
D. FREE DISTRIBUTION BY MAIL, CARRIER OR OTHER MEANS SAMPLES, COMPLIMENTARY, AND OTHER FREE COPIES		-0-	
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F. COPIES NOT DISTRIBUTED 1. OFFICE USE, LEFT OVER, UNACCOUNTED, SPOILED AFTER PRINTING		319	
2. RETURNS FROM NEWS AGENTS		-0-	
G. TOTAL (Sum of E, F1 and 2—should equal net press run shown in A)		64,841	
11. I certify that the statements made by me above are correct and complete.		SIGNATURE AND TITLE OF EDITOR, PUBLISHER, BUSINESS MANAGER, OR OWNER <i>Harbert G. Babb</i> Managing Editor	
12. FOR COMPLETION BY PUBLISHERS MAILING AT THE REGULAR RATES (Section 132.121, Postal Service Manual)			
39 U. S. C. 3626 provides in pertinent part: "No person who would have been entitled to mail matter under former section 4359 of this title shall mail such matter at the rates provided under this subsection unless he files annually with the Postal Service a written request for permission to mail matter at such rates." In accordance with the provisions of this statute, I hereby request permission to mail the publication named in Item 1 at the phased postage rates presently authorized by 39 U. S. C. 3626.			
SIGNATURE AND TITLE OF EDITOR, PUBLISHER, BUSINESS MANAGER, OR OWNER <i>Harbert G. Babb</i>		Managing Editor	

Army Teaches Youth Skills In Lifesaving

FT. CAMPBELL, Ky. — At a time when some of America's youth seems confused, some teenagers have joined Civil Air Patrol to learn important skills which provide a service to their country.

"It gives me something important to do with my free time, and I find everything about it interesting," remarked Theresa Fox, who lives in Memphis and is a member of Civil Air Patrol's Tennessee Wing.

Cadet Fox and 46 other members of the wing spent two weeks here in July as guests of Battery A, 1st Battalion, 3rd Air Defense Artillery for summer encampment at this U.S. Army installation.

During their time here, the cadets received instruction from the Air Force and from the Army. The Air Force taught them about its structure, search and rescue operations, aerial navigation, civil defense and leadership abilities.

The Army classes were somewhat more action oriented, beginning with drownproofing. A map-reading class led the cadets to a course where they covered approximately eight miles of terrain to find given points.

On a Saturday morning, a clinical specialist from the 326th Medical Battalion, 101st Airborne Division (Air Assault), brought a human-sized doll for the cadets to learn cardio-pulmonary-respiratory resuscitation techniques.

Whenever they were not attending formal classes or training, the cadets practiced drill and ceremonies, conducted inspections and performed as though they were active

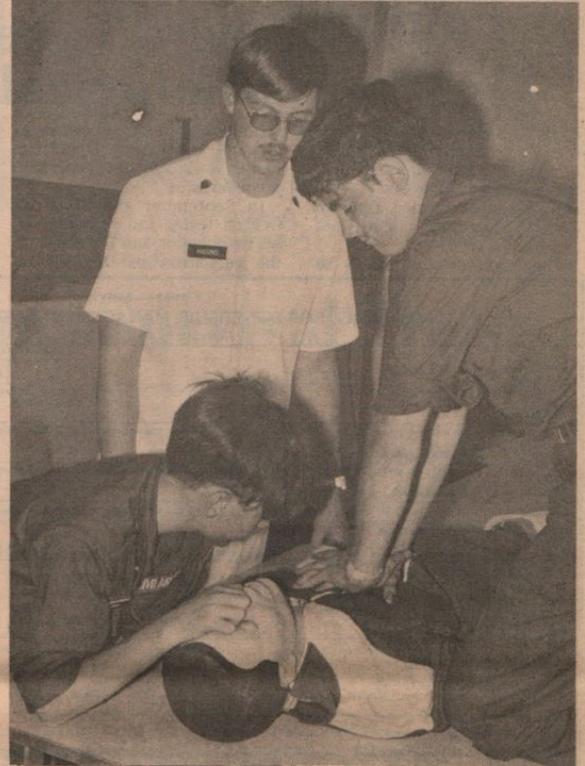
members of a highly disciplined military structure.

Cadet Andre Nicks of Nashville summed up why teenagers spend their own

money and free time to be in Civil Air Patrol: "The training is fun and it feels good being prepared for emergencies," he said.



EMERGENCY TRAINING — Cadet Craig Van Buskirk tries his hand at tree-climbing. He was one of the cadets from California who attended an emergency services training bivouac sponsored by North Coast Group 23 (California Wing). Cadets and senior members from squadrons in Groups 8, 20 and 23 participated. Special features included rappelling, moving an injured person over impassable areas, knot-tying, tree-climbing and camping out in rainy weather. Units with member participating included: Marin Sq. 4, Hillcomber Sq. 22, West Bay Sq. 110, Santa Rosa Cadet Sq. 115, Mendocino Comp. Sq. 6 and Eureka Comp. Sq. 34.



LIFESAVING PRACTICE—Army Sp. 5 Paul Higgins, center, watches as CAP Cadets Jay Adkins, left, of Chatan, Tenn., and William Sweat of Knoxville use life-sized doll to practice cardio-pulmonary resuscitation techniques. (U.S. Army Photo)

Unnecessary Paperwork Can Be Eliminated

By MAJ. ROBERT MATTSO
HQ. CAP-USAF

Look at your handling of mission paperwork. Are you completing the debriefing in duplicate? Why? Who gets the second copy? Do you have two or more people maintaining the same information (such as T.O. Times, frequency capability of various units, etc.)? Is it necessary? Do you always have long lines of people waiting to process some paperwork? If so, you probably can improve your procedures.

As always, I am looking for techniques and methods which will make the SAR mission more effective. The problem I am working on now is how to reduce the mass of paperwork. I am well aware that you do not volunteer your time to stand in line to complete a few pieces of paper.

You want to find the survivors, and then you want to go home. But, I'm sure you understand the need for some paperwork. We need to know who is participating so that they may be covered by insurance. We need to know who is going where and

doing what so that we can make sure that all persons are accounted for; and so that we may divert them if necessary.

We must know what we have done and who we have contacted so we can plan effectively. And, we must keep track of expenses. But, we have to reduce the paperwork to the minimum essential, and make the processing as simple as possible.

To do this properly, we must look at the entire paperwork requirement, from the moment a mission is started until the last document is filed. Any recommendations on consolidating and improving forms, as well as the processing of forms will be appreciated.

You will be required to maintain the documentation, so now is the time for you to make sure it is organized in the most efficient manner. Don't just complain about it. DO SOMETHING ABOUT IT! I'm waiting for your inputs.

If there are any systems analysts who would like to assist in simplifying the paperwork, I would really like to hear from you. Address: Hq CAP-USAF

SAR PEOPLE

DOSS, Maxwell AFB, Al. 36112.

Here are two ideas which may help your aircraft assignment problem. If they seem reasonable and usable, please give them a try. Modify them to suit your specific needs and pass on your comments to me. Thank you.

When the mission coordinator, together with his staff and the AFRCC, decides which are the highest probability areas to be searched, indicate these areas on the Operations Officer's or Briefing Officer's map. A method of doing this is suggested by Bob Gregorie.

Place a RED dot in the cells which have a high probability (more than 24-30 per cent) of containing the survivors. Place a BLACK dot in the areas with a secondary probability (more

than 10-15 per cent) of containing the survivors. In cases where you have a TAP (radar position) or a strong ELT you may place a double RED dot.

Search assignments can be made by first searching the double red, then the red and finally the black. In order to achieve a reasonably high probability of detection, the double red areas should be searched repeatedly and the red areas searched more than once. Black areas may be searched only if the red areas are being adequately covered.

This may seem elementary, but I continually observe cases where the high probability areas are being neglected. An added benefit to using the RED DOT/BLACK DOT is that it is a simple method of passing on search area priorities to other operating locations.

The AFRCC grid system is a very good method of communication between the mission coordinator and the AFRCC. The AFRCC system can be used to identify the high probability areas and the areas searched. But, it is not always the best

system for assigning local search areas to aircrews. Many wings have divided their state into searchable areas (approximately 100-200 square miles each) bounded by roads, railroads, powerlines, etc. This method allows for easier location of the correct area and reduces the possibility of the crew straying into other search areas.

These local areas are labeled using letters (AA, AB, ... RS, RT, etc.) so they are not confused with the AFRCC grid system. However, each grid must be cross referenced to the AFRCC system (an overlay with the AFRCC system so that when reporting to the AFRCC, their grid system is used).

To help in your POD calculations the approximate square miles and type of ground cover can be listed for each grid. Some wings have been able to get their states to print the local grid on a state aeronautical map.

If you have any suggestions, please send them my way. Thanks.

Insecticide Hazard In Air Crash

By MAJ. JACK M. ZIMMERMAN
Delaware Wing

WILMINGTON, Del. — A recent aircraft accident in Virginia graphically illustrated potential hazards for Civil Air Patrol ground personnel at crash sites.

An aerial applicator (or crop duster, as they used to be known) crashed while applying insecticide to a soybean field near Petersburg, Va. The cause has not yet been determined by the FAA. The pilot was killed in the crash.

After learning of the crash, a

team of four Civil Air Patrol members volunteered to guard the wreckage overnight pending its removal to the Richmond airport the next day. Three cadets and a senior set up camp next to the wreckage which had been roped off.

During the night they became aware of a strong odor from the aircraft and attempted to move further from it. The next morning one of the cadets awoke feeling dizzy, nauseated and groggy, symptoms typical of insecticide intoxication. He was taken to the Petersburg Hospital and given

atropine, an antidote for this type of poisoning. He was released later in the day and recovered rapidly.

The story could have been different if prompt diagnosis and treatment had not been at hand.

The incident points up several precautions of which all CAP emergency services personnel should be aware:

- Aerial application is a rapid-expanding method of applying

crop protection chemicals. Thus the potential for accidents is up.

- Crop protection chemicals are safe to the crop and the environment when handled by trained personnel practicing handling procedures prescribed by the manufacturer. However, modern pesticides must be treated with caution and respect, particularly when their identity is unknown.

- Civil Air Patrol personnel

should assume that any crashed agricultural aircraft could have spilled or splashed a toxic chemical. All personnel should keep well clear of the wreckage until properly trained technicians have neutralized any spills or leaks.

There is a chemical hazards information center called CHEMTREC which can provide help day or night by calling toll free (800) 424-9300.

Squadron In Michigan Named To Honor Ford

BIRMINGHAM, Mich. — The activation charter for the President Gerald R. Ford Sq. of the Civil Air Patrol was presented to Brother Rice High School here Sept. 23.

Col. Russell A. Sheibels, commander of the Michigan Wing made the presentation.

The squadron, organized since May, has participated in many

local activities. Throughout the summer it took part in parades in many cities. Some members also participated in the Armed Forces Day air show at Selfridge ANG Base.

Lt. Col. R.V. Munguia (USA-Ret.) received the charter and, in turn, presented it to Brother F. Dalton, principal of the school.

CADET AWARDS

Earhart Awards — September 1977

Linda L. McCullough 01090	Charles R. Drake 23088	William E. Racz 37102
Andrew G. Kalumny 04295	Russell C. Kennedy 25053	C. A. M. Karpovich 37214
William J. Norton 04346	David F. Ingraham 29035	Bruce S. Boughter 37265
John B. Norton Jr. 04346	Jeffrey J. Gold 01072	Stephen A. Burns 38034
Kevin J. Hammond 04389	Scott J. Roth 31131	Lawrence M. Tylee 39019
Barry L. Owen 06014	Brian L. Peters 32082	Reid B. Rasmussen 40050
Raymond J. Geroux 08227	Kevin E. Parlier 32124	Clark E. Hansen 43003
James A. Pitzer 09087	Craig R. Eldridge 34032	Michael A. Ryan 47020
Thomas J. Webster 11226	James W. B. O'Brien 34060	Gary L. Tackles 48144
Patrick S. Wagner 15059	James R. Otis 34114	Juliet L. Lanning 51028
James H. Craig 16010	Thomas A. Manley 37018	Anthony Palermo 52066
Darrell L. French 18079	Lester M. Gumula 37048	Jose Otero 52119
Mark W. Hill 21017	Terry N. Friend 37090	Hilda E. Ramirez 52126
Cullen R. Bankole 21030	Michael J. Kling 37061	Carlos L. Santana 52131

Mitchell Awards — September 1977

Ronald E. Turner 01055	Michael R. Huck 20038	John D. Dunne 31249
Loren L. Smeltzer 02085	Douglas N. Wright 20183	Justin K. Knaplund 31249
Robert R. Paliz 04011	Karl I. Gavine Jr. 20253	Larry L. Jackson 34051
David A. Weiss 04051	Randy H. Hubert 20253	John C. Straton 35071
William E. Solomon 04091	Randy L. Dettmer 20262	Lisa J. Yoes 35077
Robert K. Tarquinio 04415	David H. Anvid 21016	Guy W. Yoes 35077
Paul A. Ferreira 04415	John R. Bristol 21030	Jeffrey A. Grady 36078
Mark W. Flowers 05143	Jorge W. Soruco 21044	Susan Noel 37021
John F. Quinn 05148	Karl K. Eisbach 21047	Eric D. Crowell 37021
Walter Izzyszy 06022	Cynthia H. Halotin 21080	Sharon E. Wesley 37060
Charles E. Flickinger 06071	Kenneth W. Wooten 22037	Kim E. Oravie 37060
Patrick J. Cressman 08084	Derek M. Mathews 22048	Russell A. Yerger 37089
Frank S. Brown 08103	David E. Petty Jr. 22057	Timothy C. Barnard 37269
C.D. O'Donnell 08116	Chuck E. McMillan 23098	Steven J. Pare 38034
Richard E. McAleese 08133	Doug N. Bissell 23098	Lisa A. Roy 38037
Frank J. Sutterby 08133	Don R. Martin 23098	Michael P. Engelhardt 40031
Joseph R. Peseux III 08227	Tim J. Anderson 24012	Cynthia L. Hutzenga 40053
Tiffany L. Tyner 08243	Ronald K. Chick 24012	Kieth A. Geiman 42115
Scott A. Eash 08243	David L. Knudson 24018	Melinda F. Thackerson 42115
David L. Merritt 08309	Vincent R. Bakke 24018	Gary H. Asbury 42350
Joseph Wm. Clark Jr. 08309	Russell Carney Jr. 25012	Stephen C. Frazier 42357
John M. Bowers Jr. 08425	Randolph C. Barnett 25051	Michael D. Dubose 45056
Michael J. Vazquez 09033	Wayne A. Morgan 26002	John W. Quarterman 45088
Lawrence Stone Jr. 10305	Betty A. Smith 28037	Frank F. Scribner 45117
Monica L. Marco 11041	Linda J. Krzyzwicki 28037	P. Richard Devore Jr. 46002
Mike D. Akers 12012	Bruce M. Sciarolo 29003	Steve G. Didomenico 46002
Jennifer A. Fields 12079	Stephen G. Cole 29016	Thomas W. Bowers 46049
Harold W. Grigdesby 12123	Edward K. Hansen 29016	Brian K. Alley 47078
Daniel L. Wenger 12186	David E. Costa 29037	Dean H. Walker 47081
Ronald T. Gary 12186	John J. Fleming Jr. 29087	Walter M. Gohl 48055
Allan L. Noe 13005	John R. Stetson 29099	David A. Moore 48112
Dawn M. Strubbers 14099	Thomas H. Weatherby 31089	Keith C. Heins 48112
David L. Norris 14111	David E. Leone 31111	Scott K. Mant 48121
Craig S. Bailey 15039	James E. Sauer 31111	Harvey W. Kanter 48126
Joseph H. Doet Jr. 17035	Heather M. Yannello 31130	Terry E. Hayes 50017
Todd E.D. Wilkinson 18013	Val T. Franklin 31153	Michael A. Chambrella 51030
Kirby D. England 18021	John W. Lovell 31167	Garth M. Haney 51030
M. Philip Imprescia 19006	Thomas P. Corrigan 31173	Dale S. Hartley 51060
Peter Gatsoulis 19032	Philip D. Jones 31173	



HONORARY MEMBER—Vermont governor Richard A. Snelling (right) was made an honorary member of the Civil Air Patrol recently. Col. David A. Dawson, commander of the Vermont Wing, made the presentation during ceremonies at the State Capitol in Montpelier. (Vermont Department of Highways Photograph by Donald Wiedenmayer)

Wing Holds Encampment At Medical Center

AURORA, Colo.—CAP's Colorado Wing held a Type B encampment in August at facilities of Fitzsimmons Army Medical Center. Forty-three cadets and 12 senior members attended, most for the first time.

During the five-day period, the cadets learned about Civil Air Patrol's emergency service operations, the Cadet Program, and CAP's relationship to the U.S. Air Force. In addition, they learned about the U.S. Air Force Academy and were given a summary of a typical day there by AFA Senior Cadet Brad Carlson.

Lou Lombard, a member of the staff of the Federal Aviation Administration's Rocky Mountain Region, demonstrated direction-finding equipment used in locating ELTs (emergency locator transmitters).

The cadets were also treated to a look at the Mars Viking Mission by Fitzroy Newman of Martin Marietta Corp. and to a program concerning various space phenomena at the Charles G. Gates Planetarium in Denver.

Interspersed throughout these

lectures were tours of Buckley Air National Guard and Lowry Air Force Bases. At Lowry, the cadets were shown the B-52 hangar and the photo lab. At Buckley, they learned about the T-38 and A-4 aircraft and toured the jet engine shop.

Other encampment activities included a model rocketry demonstration, a softball game, drill time, and a ride in an Air National Guard C-131.

The cadets had a chance to chat with the Air Force Thunderbird pilots when the precision flying team stopped at Buckley to refuel.

A graduation ceremony was held at the encampment's end with cadets and seniors receiving Certificates of Accomplishment and at which honor awards were presented. Over-all honor cadet was Cadet Gregg Beary of the North Valley Comp. Sq.

CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notices of deaths should be sent to the Personnel Section of National Headquarters in accordance with Regulation 35-2, or to the National Chaplain's office—not to Civil Air Patrol News. Listed are names, ranks, dates of death and CAP unit.

- CHOKAN, Gregory L. Major, Sept. 19, 1977, Ohio Wing.
- COLES, Hubert L. Captain, Oct. 3, 1977, Group 2, Arizona Wing.
- FLAGO, Everett J. Second Lieutenant, Sept. 8, 1977, Shelby Senior Sq., Tennessee Wing.
- HART, Thomas R. Senior Member, Aug. 18, 1977, Concordia Senior Sq., Louisiana Wing.
- McDONALD, Norman H. Warrant Officer, Sept. 19, 1977, Parma Cadet Sq., Ohio Wing.

- McLAUGHLIN, Edward M., Chaplain, Lieutenant Colonel, Sept. 21, 1977, Shelbyville Comp. Sq., Indiana Wing.
- ROMANSKI, Alexander K., Second Lieutenant, Aug. 27, 1977, Waukesha Comp. Sq., Wisconsin Wing.
- WEAVER, Levert L., Chaplain, Lieutenant Colonel, Sept. 15, 1977, California Wing.
- WILDE, Alexander B., Cadet, Sept. 4, 1977, Evanston Cadet Sq., Illinois Wing.

Is string the only thing you can save?



Bet you could save energy if you tried!

CAP News In Photos

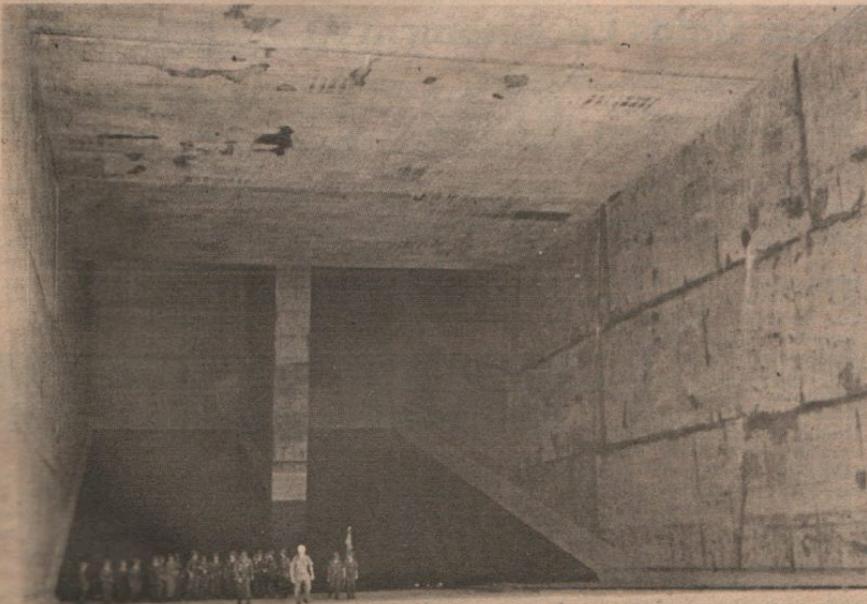


SEARCH DOG—The Oregon Wing has a specially trained search and rescue dog team in its Lane County Cadet Sq. Wing Commander Col. Bobbie Girard recently visited the squadron. Left to right are (standing) Girard, 2nd Lt. Judy Holmes, Capt. Walt Wicks, Cadet Nick Hall, Cadet Kim Murdock and 2nd Lt. Harold Murdock. Cadet Walter Sommerson is kneeling near search dog R.B.



HONOR WINNER—CAP Cadet Scott Sangster, left, a member of the Van Dyke Cadet Sq., Warren, Mich., accepts Cadet of the Year Citation from Patrolman Ronald Muschong, president of the Warren Fraternal Order of Police. The FOP also presented Cadet Sangster a flight scholarship for use in earning a private pilot license. Looking on, center, is Lyle Van Peeren, a St. Clair Shores, Mich., policeman who is also a CAP member. (Photo courtesy of Macomb Daily)

SENIOR TRAINING—SMs Willy Geyer and David Evans of the Thompson Valley Senior Sq. (Colorado Wing) bring down a rescue basket as part of a training exercise. The squadron, formed in March, has 36 members. Five members of the Thompson Valley Search and Rescue Group, a separate local organization, joined the squadron and are helping set up an effective ground search and rescue unit. Al Simmons is commander of the squadron.



WATER SPILLWAY—California Wing cadets are dwarfed by the gigantic water spillway located at the base of the 490-foot Space Shuttle Complex at Vandenberg AFB, Calif. A total of 298 cadets and 24 senior members participated in a nine-day encampment there. They also visited a Minuteman Launch Control Facility and had orientation flights on helicopters. (USAF Photo by Sgt. Douglas C. Gruben)

PEOPLE . . . in The News

Northeast Region

Some 70 members of the Pennsylvania Wing recently participated in a Squadron Leadership Course. The aim of the course was to make all commanders and staff more knowledgeable and better leaders in all of the CAP programs and activities...Recently a group of cadets from the East Shore Minuteman Cadet Sq. (Connecticut Wing) visited the Bradley Air Museum at Windsor Locks. Here the cadets visited the fourth largest collection of aircraft in the country...Cadet David W. Krauss of the Gen. Carl A. Spaatz Sq. (Pennsylvania Wing) has been awarded an encampment scholarship. Cadet Krauss is the 26th cadet of the squadron to earn this award.

With 25 years in the skies over Massachusetts, the Franklin County Cadet Sq. (Massachusetts Wing) recently celebrated its silver anniversary at a squadron party. The new squadron commander is Senior Member Charlotte Gordon...The Highlanders Comp. Sq. (New Hampshire Wing) participated in a Bicentennial Parade recently and received a cash award for the marching unit...First Lt. Henry Reys of the Orange County Comp. Sq. (New York Wing) recently flew his Piper Pa-12 aircraft to Council Bluffs, Iowa. His aircraft had no radio communications available throughout the trip...

Nine cadets from Philadelphia Comp. Sq. (Pennsylvania Wing) recently attended the 1977 Pennsylvania Wing Encampment East. Cadet Richard Kranick was the cadet commander and Cadet Lynn Beamon was named honor cadet...The Vermont Wing, in conjunction with several education agencies throughout the state, has participated in an Aviation/Aerospace Career Education Workshop. This workshop carried three graduate credits. The workshop also included a weekend tour of the Florida Space Center operation.

Members of the Syracuse Group (New York Wing) recently attended a two-week class "A" encampment at Plattsburg AFB, N.Y. During these two weeks, the participating members received training in many Air Force activities...The DuBois Gateway Comp. Sq. (Pennsylvania Wing) is busy training its members in air to ground com-

munications. Several map reading sessions and communications classes have been held to help educate the squadron.

The Bristol Comp. Sq. (Connecticut Wing) along with the Danbury 399th Comp. Sq. held a joint exercise to test the effectiveness of the unit's land rescue teams, communications, air search techniques and the ability to work together. The operation covered a two-day training period...During recent award ceremonies of the Orange County Comp. Sq. (New York Wing) three cadets were awarded scholarships. Cadet Andrew Miller received a \$100 award; Cadet Steve Smith a \$50 award and Cadet Joseph Perez a \$50 award.

Middle East Region

Maj. Dave Carter, commander of the West Richmond Cadet Sq. (Virginia Wing) was presented the Safety Award by Captain Pario, Task Force Deputy Commander. The Safety Award is given to a unit that has performed for a year without accidents or injuries...Capt. Robert Swanson, commander of the District of Columbia Senior Sq. (National Capital Wing) participated in the U.S. Civil Defense Council Region 1 and Region 2 conference held recently. Ideas were exchanged relating to emergency preparedness...Cadet members of the Wheaton-Silver Spring Cadet Sq. (National Capital Wing) assisted the National Health Screening Council with a Health Fair. Squadron members assisted patients with filling out forms, transporting tables and chairs and setting them up...Under the leadership of Lt. Col. Eugene H. Lund, the National Capital Wing recently completed a clean sweep of the 1976 national safety awards. Colonel Lund was presented a plaque from Brig. Gen. Casaday designating him the Outstanding Safety Officer for the Year.

Southeast Region

Lt. Col. Robert Hampton, a member of Group 8 (Florida Wing) officially retired with 21 years active service with Civil Air Patrol. Colonel Hampton was presented a

certificate of appreciation and simultaneous promotion to lieutenant colonel at recent squadron ceremonies...Lt. Col. Donald Pye, commander of the Albany Comp. Sq. (Georgia Wing), recently announced flight scholarship awards to Cadets Robert Hunter, Arlie Griffis and David Cravey. Each will receive a \$100 scholarship...

Col. Rodolfo Criscuolo, commander of the Puerto Rico Wing, reviewed the troops and presented awards at the Isla Grande Comp. Sq. cadet commander change of command ceremony recently. Cadet Alfonso Garcia assumed command of the squadron.

Great Lakes Region

Cadets from the Bowling Green-Warren County Comp. Sq. (Kentucky Wing) spent their Labor Day assisting the local airport board with security for the Good Year Blimp...Members of Cincinnati Comp. Sq. (Ohio Wing) were the guests of the 4950th Test Wing stationed at Wright Patterson AFB, Ohio recently. Cadets and senior members of the squadron were given a close-up look at the ARIA aircraft with a detailed inspection and tour of the aircraft...Farmington Cadet Sq. (Michigan Wing) was host to other units from Group 11 and conducted a trip to the Air Force Academy. Forty cadets and senior members made the trip...

Butler County Comp. Sq. (Ohio Wing) was host for the eighth consecutive year to Cincinnati squadrons during the WACO Fly-In week-end. The cadets aided with crowd assistance and traffic flow, parking of cars, communications, fuel supplies to the planes, night activities and general information...The Somerset Comp. Sq. (Kentucky Wing) participated in the Civil Defense Test held at Frankfort, Ky. Information Officer for the mission was 2nd Lt. Wanda Munsey...The 622nd Wisconsin Cadet Sq. (Wisconsin Wing) represented the Wisconsin Wing for the Regional Drill Competition held recently. The squadron took second place for panel quiz, first place for physical fitness, second place in straight drill and third place in innovative drill. This is the first time Wisconsin has had a drill team represented at region level competition since 1964.

Southwest Region

Members of the El Paso Comp. Sq. (Texas Wing) recently hosted the wing commander Col. Ben Davis on a tour of the squadron facilities when he made a scheduled visit to the squadron...Cadets Terri Hearon and Jeff Finklea with their instructor Maj. James Zoeller, are the first cadets from the Crusader Comp. Sq. (Texas Wing) selected to participate in the squadron's solo flight program...Members of the Randolph AFB Comp. Sq. (Texas Wing) working in close cooperation with the officials of the Experimental Aircraft Association, provided all crowd control support, operated a communications network as well as having safety stand-by emergency equipment during a recent two-day meet.

Rocky Mountain Region

Maj. Eldon McArthur of the St. George Comp. Sq. (Utah Wing) was chosen as member of the month. Maj. McArthur is a charter member of the squadron and has been active for the past 25 years...Cadet Gregg M. Beary has been named vice-chairman of the Colorado Wing Cadet Advisory Council. Beary is a member of the North Valley Comp. Sq. (Colorado Wing) where he holds the position of cadet commander.

Pacific Region

During the International Convention of the 99's, Presidio of San Francisco Flight 86 provided day-time security for three days of the convention. Cadets Lon Adams, Ken Arnold, Mark Corson, Glen Fukawa, Frank Gee, Grace Muller and Jeff Wong were on duty for a total of 193 hours...More than 30 members of the Nevada Wing's Jeep Squadron assisted at the Reno National Air Races. Members provided crowd control, two-way communications and transportation...Col. Donald G. Aten, the Director of External Aerospace Education for the Hawaii Wing was named the Outstanding Air Force Officer Reservist in the Nation for 1977.



LEARNING THE ROPES — Cadets from the Cincinnati Comp. Sq. 101 (Ohio Wing) newly formed ranger team practice working with ropes in mastering the specialized techniques of land rescue. In the photo, Cadet Sheldon Edmonson, left, and Cadet Dan Lovelace practice while other cadets watch. The cadet ranger team will augment the squadron's emergency service operations. The team participated in a mock search and rescue mission during the weekend bivouac when the photo was made.

Corrected Safety Hazards Should Be Followed-Up

By LT. COL. FREDRICK K. CARTER
HQ. CAP-USAF

Civil Air Patrol safety officers are "worth their salt" when they either identify or help others identify operational hazards.

They cannot be an authority in all activities, but should recognize those who are and seek their assistance.

Once hazards are identified, corrective action should be taken. The safety officer should perform follow-up action periodically to ensure effectiveness and completion of corrective measures.

Past observations of units in the field reveal the following ex-

amples of threats to operational safety; do these threats exist in your unit?

- Lack of aircraft maintenance/condition record for reference by pilots.

- Lack of 100-hour aircraft inspection.

- Absence of individual folders to reflect pilot qualification, monitoring, and currency.

- Use of untrained or inexperienced vehicle (jeep, truck, bus) operators.

- An isolated case involving the use of firearms in the near vicinity of members who were not engaged in small arms training.

- Unqualified supervisors of

hazardous cadet activity.

- Unqualified members sent on demanding missions which exceeded their capabilities.

The safety officer must be on constant alert for any of the conditions listed or other similar in nature. Emphasis on supervision is certainly needed.

Civil Air Patrol has some of the most talented, experienced and dedicated people available for its programs, especially in safety.

If you have read this article, you may be one of these persons. Whether or not, Civil Air Patrol needs your safety inputs regardless of where you work.

You can make the difference.



HOMEBUILT — 1st Lt. Bob Brown, Hillsborough Senior Sq. (Florida Wing), stands beside his homemade aircraft before taking off on his flight to the Experimental Aircraft Association Fly-In at Oshkosh, Wis.



LT. COL. HOWARD N. PRATT

Delaware Wing Commander

Lt. Col. Pratt Is New Delaware Commander

WILMINGTON, Del.—Lt. Col. Howard N. Pratt was named in May as commander of the Delaware Wing. He succeeded Col. William H. Everett who retired for reasons of health and later died on Aug. 4.

He learned to fly in 1954 and became active in Civil Air Patrol in 1959. After serving as Personnel and Communications officer for the Wilmington Senior Sq., he took command of the Brandywine Cadet Sq. in 1963. During his tenure there, 20 of his cadets received flight training and five earned the coveted Spaatz Award. A dozen of the

cadets in the unit took part in the International Air Cadet Exchange Program, visiting such countries as England, Sweden, Belgium, Turkey, Norway, Ecuador and New Zealand.

For the past year and a half, Col. Pratt has served as director of Cadet Programs and Special Activities for the Delaware Wing. In private life, he is a computer systems specialist for DuPont. He owns a Cessna 180 and holds a private pilot license with instrument rating for single-engine aircraft and gliders.

Floridian Flies Homemade Plane To Wisconsin Fly-In

TAMPA, Fla. — 1st Lt. Bob Brown of Hillsborough Senior Sq. I (Florida Wing) flew his homemade airplane to the Experimental Aircraft Association Fly-In at Oshkosh, Wis. last summer.

Although he is qualified for night flying, Brown said, "After 10 or 12 hours in the air, reading maps, watching for thunderheads and other air traffic, it is a welcome relief to get a good night's sleep and rise with the sun the next morning."

The homemade plane has a skin of fabric and an air-driven generator to supply power for the radio and lights for night flying.

It took two days to fly the 1,300 miles from here to Oshkosh.

Brown was the first commanding officer of his squadron. He also maintains an active status in the Experimental Aircraft Association.

Cadet Exchange

Applications For 1978 Due Now

MAXWELL AFB, Ala.—The National Commander invites all eligible cadets and senior members to apply for International Air Cadet Exchange (IACE) during November. The 1978 IACE will take place from July 16 to Aug. 9, 1978.

Cadets and escorts from 15 nations will participate. The countries are Austria, Belgium, Canada, France, Germany, Great Britain, Israel, the Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, and

this year two new countries, Iran and Turkey.

How do you qualify for IACE? The following is the criteria established for cadet participants:

1. Age is 17-21 (You must be 17 no later than July 16 and may be 21 no earlier than Aug. 21)

2. Earhart Award winner by Dec. 31, 1977 (Contract must be postmarked no later than Dec. 31, 1977.

3. Approved by Squadron, Wing and Region Commanders.

4. Never have participated in

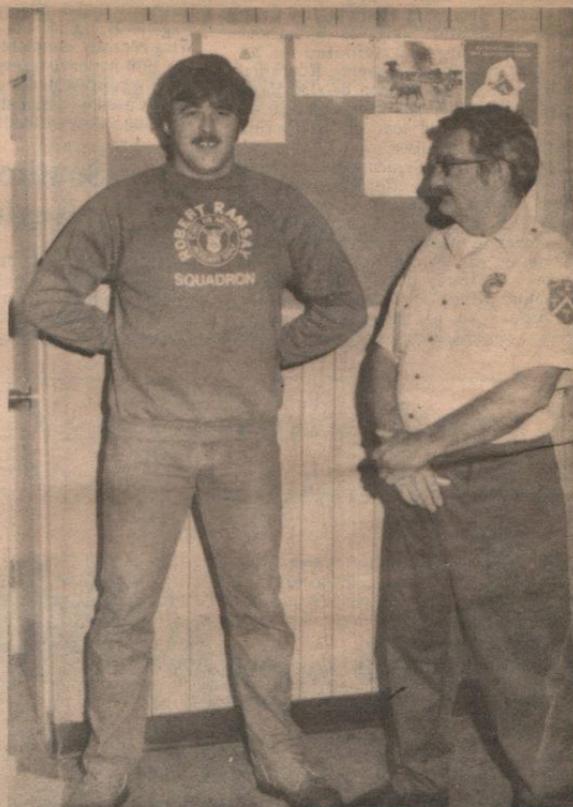
IACE before.

5. Be available for the 21 days required.

6. Requirement to spend \$200-\$500 for IACE uniforms and incidentals.

Escort applicants must meet the criteria outlined in CAPM 50-16, Chapter 17.

If you qualify and wish to participate in the 1978 IACE, please clip the coupon below and mail, postmarked no later than Dec. 31, 1977.



NEW WORK CLOTHES — 2nd Lt. Aldege Boiteau models a newly designed squadron work uniform adopted by the Robert Ramsey Jr. Cadet Sq. (Rhode Island Wing). The sweat shirt has the CAP emblem and squadron name. The squadron was named for Cadet Robert Ramsey Jr. who died from gas fumes while assisting a neighbor. Ramsey's father Robert Ramsey Sr. stands at right.

Mail to: HQ CAP-USAF/TTHS
Maxwell AFB, Ala. 36112

Please send APPLICATION PACKAGE for 1978 IACE
for () Escort () Cadet to:

Name _____

Address _____

City _____ State _____ ZIP _____